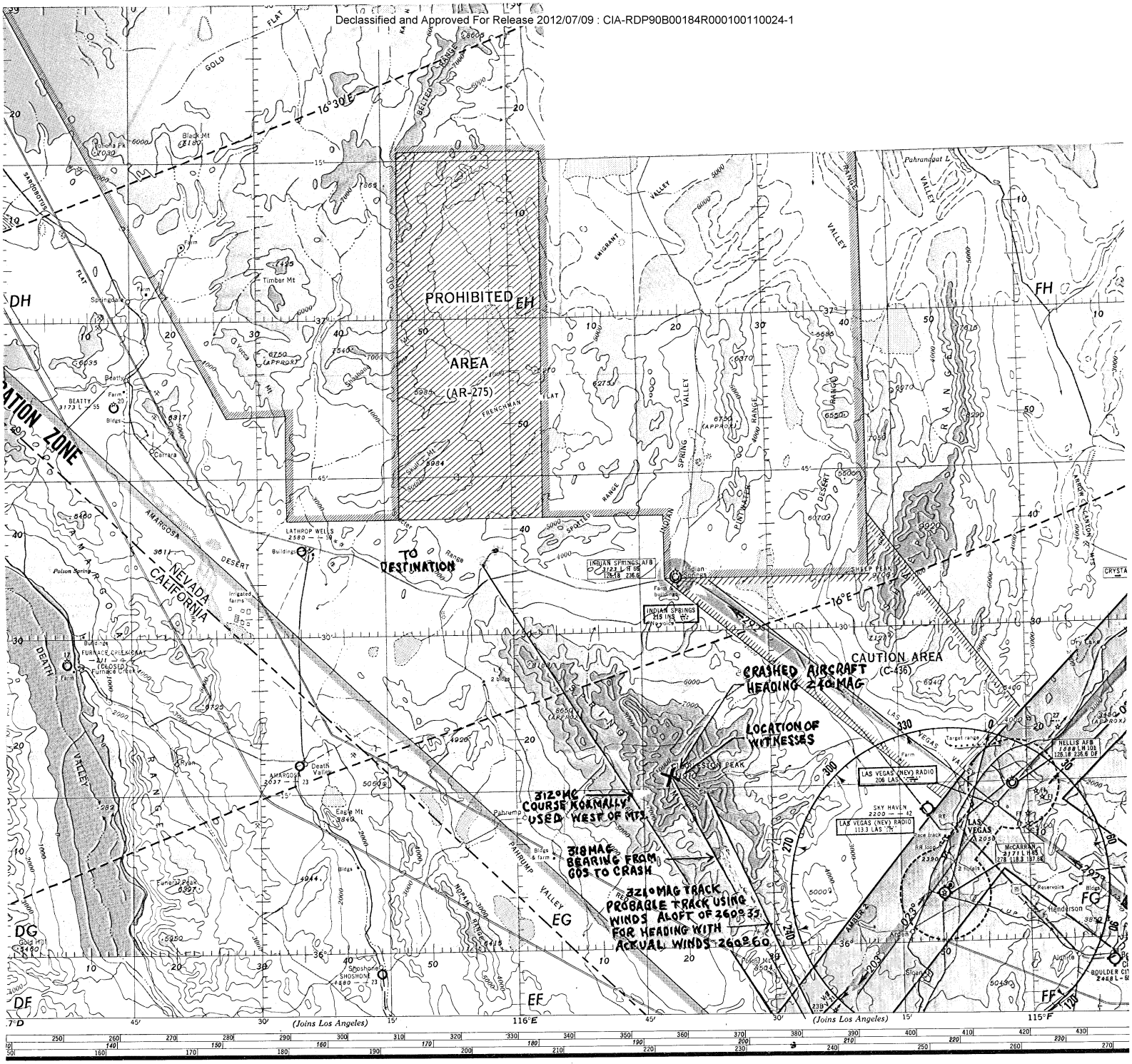


BLUE TINT INDICATES AIR TRAFFIC CONTROLLED AREAS

Victor airway designations are shown along the radials of the omni range stations. Limits of these airways which are not indicated on this chart are 5 miles on either side of the radials.

Detailed airport data and other useful information are printed on the back of this chart.

Obstructions
500 feet or higher above ground
Less than 500 feet above ground
Under construction, position and elevation unverified UC

INSTRUMENT FLIGHT

For flight subject to Instrument Flight Rules, the pilot and aircraft must be properly rated and equipped for flight by instruments - one of those requirements being that the aircraft must be equipped with properly functioning two-way radio. (For complete requirements, see Part 43 of the Civil Air Regulations).

FLIGHT PLAN - Prior to departure from within, or prior to entering a control area or control zone, a pilot must submit a complete flight plan and receive an air traffic clearance. Instrument flight plans may be submitted to the nearest air route traffic control center, airport traffic control tower or airway communications station either in person or by telephone (or by radio if no other means are available).

The filing of an instrument flight plan indicates that the pilot is qualified and the aircraft equipped for flight as prescribed in Parts 20 and 43 of the Civil Air Regulations and, further, that the pilot will conform to all provisions of the instrument flight rules.

Instrument flight plans shall contain the following items:

1. Aircraft identification, and, if necessary, radio call sign;
2. Type of aircraft; or, in the case of a formation flight, the types and number of aircraft involved;
3. Full name, address, and number of pilot certificate of pilot in command of the aircraft, or of the flight commander if a formation flight is involved.
4. Point of departure, or position of aircraft if flight plan is filed enroute;
5. Cruising altitude, or altitudes, and the route to be followed;
6. Point of first intended landing;
7. Proposed true air speed at cruising altitude in miles per hour;
8. Radio transmitting and receiving frequencies to be used;
9. Proposed time of departure;
10. Estimated elapsed time until arrival over the point of first intended landing;
11. Alternate airport, or airports, in accordance with the requirements of C.A.R. 60.42;
12. Amount of fuel on board expressed in hours and minutes;
13. Any other information which the pilot in command of the aircraft, or Air Traffic Control, deems necessary for air traffic control purposes.

It is vitally important that the route of flight be accurately determined and described in the flight plan to permit accurate plotting and planning by air traffic control. If the entire flight is to be conducted along civil airways, the route may be described by indicating the color abbreviation and number of the airway(s) to be flown.

Examples: "Departing Minneapolis - St. Paul International, cruising 7000' via Green Airway 2, Red Airway 14 and Red Airway 28 to Chicago - Midway."

"Departing Minneapolis - St. Paul International, cruising 7000' via Victor Airway 2 and Victor Airway 28 to Chicago - Midway."

The route of flight along the civil airway may also be described by specifying each designated reporting point along the airway, rather than the airway color and number. Where L/MF and VHF range stations have the same name, the type of navigation aids (L/MF,VOR, or VAR) forming the route should be specified.

Examples: "Departing Minneapolis - St. Paul International, cruising 7000' via La Crosse, Lone Rock, Madison, Milwaukee and Chicago L/MF ranges to Chicago - Midway."

"Departing Minneapolis - St. Paul International, cruising 7000' via La Crosse, Lone Rock, Janesville and Chicago Heights VORs, to Chicago - Midway."

A combination of both methods should be used when necessary.

Example: "Departing Minneapolis - St. Paul International, cruising 7000' via Green Airway 2, Red Airway 14, Aurora Intersection, Downers Grove Intersection and Chicago Range to Chicago - Midway."

If a flight is to be conducted over an off-airway route which may join or cross civil airways, or terminate within civil airways, the route of flight shall be indicated by the identification of reporting points and other check points over which the flight will pass. To permit accurate plotting of routes by Air Traffic Control personnel, such points shall not be more than approximately 200 miles apart. The check points selected shall be points over which the position of the aircraft can be accurately determined. In order that there will be no misunderstanding that the pilot proposes to conduct flight direct between the points, the word "DIRECT" must be specified between each point.

Pilots are required to report, by radio, as soon as possible, the time and altitude of passing each designated reporting point and other check point specified in the flight plan.

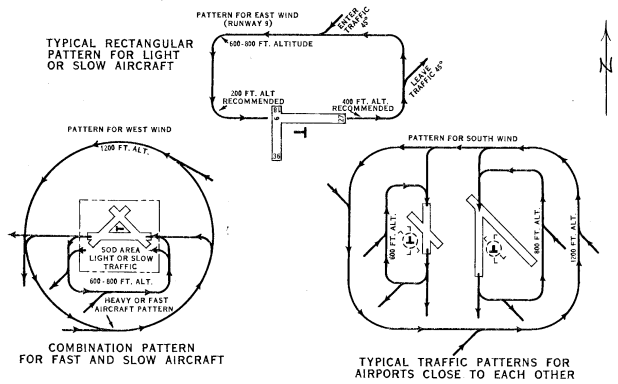
ALTITUDE REQUIREMENTS:

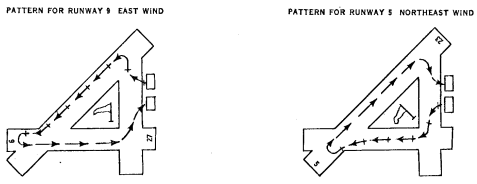
Aircraft operating in accordance with IFR must be flown at not less than the minimum altitude established by the Administrator of Civil Aeronautics for that portion of the route over which the operation is conducted. If no minimum has been established, flight must be conducted at not less than 1000 feet above the highest obstacle within horizontal distance of five miles from the center of the course intended to be flown, except for those areas designated as mountainous areas. In such areas a clearance of 2000 feet must be maintained. Established minimum altitudes are shown in the Flight Information Manual and on Coast and Geodetic Survey Radio Facility Charts. "At least 500 feet on top (5/OTP)" may be filed by pilots in lieu of a cruising altitude. It is then the pilot's responsibility to avoid other aircraft and to obtain an amended clearance before proceeding into IFR weather conditions.

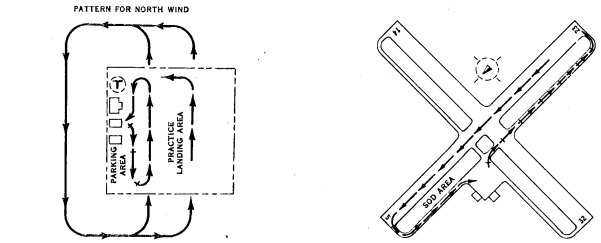
Pilots proposing flight along controlled civil airways should indicate in the flight plan the even or odd thousand-foot altitude above sea level depending upon the direction of flight as indicated on Coast and Geodetic Survey Radio Facility Charts.

12-10-52

AIRPORT TRAFFIC AND TAXI PATTERNS



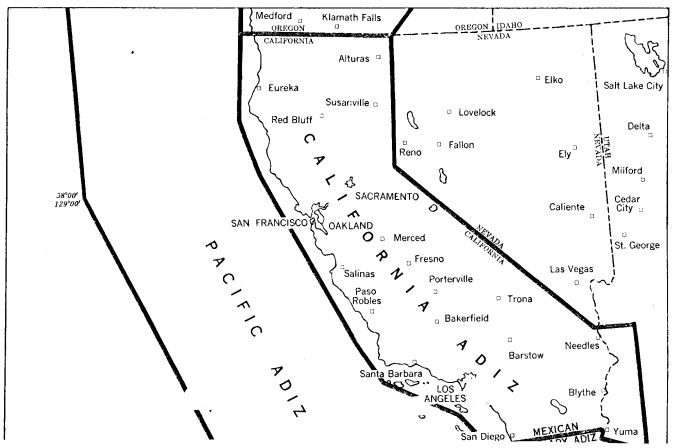




SYMBOLS

TAXIING ROUTE FOR TAKE-OFF.
TAXIING ROUTE AFTER LANDING.
FLIGHT PATH IN TRAFFIC PATTERN.
WIND OR TRAFFIC DIRECTION INDICATORS.

AIR DEFENSE IDENTIFICATION ZONES (ADIZ)



NATIONAL PARKS AND MONUMENTS

WITHIN MT WHITNEY SECTIONAL CHART